

ROUTING

00467 19 DEC 64

SECRET

ROUTING

DIRECTOR

004

TICKET

TOR:

0138Z 19 DEC 64

25X1A

PRIORITY

OXCART FLTEST OPS

25X1A

CLASS: 100 PRIORITY

ROUTING INT	
1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16
9	
10	

PRIORITY

IN 63618

25X1A

INFO

CITE

POSTED
M. P.

1. ARTICLE 127 MADE FLIGHT 96, SOFTIE 1-T-64-636 ON 18 DEC 64.

TAKEOFF AT 1005 HOURS, LANDING AT 1445 HOURS FOR

4:40. MISSION SUCCESSFUL. GROSS WEIGHT 117,000 LBS, C.G. 20.3

PERCENT, TAKEOFF DISTANCE 7500 FT, TAKEOFF SPEED 225 KNOTS, PRESSURE ALTITUDE 4360 FT, TEMP 27 DEGREES, WIND CALM. MAX SPEED 2.78 MACH, MAX ALT 76,000 FT, TIME OVER 2.0 MACH 2:35, TIME OVER 2.6 MACH

1:30, TOTAL AIRCRAFT TIME 140:37. PURPOSE: PACEMAKER NBR 5 FOR

CONFIGURATION: 2.8 MACH. Q BAY AND SPECIAL EQUIPMENT: TYPE I PACKAGE.

2. SUMMARY: NORMAL TAKEOFF AND CLIMB. 5 AD'S OCCURRED ON RIGHT ENGINE AND AB BLOW OUT DURING RIGHT TURNS, INLET RECOVERY WAS AUTOMATIC BUT REQUIRED MANUAL AB RELIGHT. INS AUTONAV-AUTO DESTINATION USED THROUGHOUT THE FLIGHT AND APPEARED GOOD. ARC-50 EXTERNAL CONTINUOUS DME FROM 326 TO 2 NM WITH GOOD ADF FROM 220NM. 2 AIR REFUELINGS WERE ACCOMPLISHED IN A DESCENT FROM 30,000 TO 24,000 FT WITH AN ONLOAD OF 60,000 LBS ON EACH REFUELING. EBL CONTACTS

USAF review(s) completed.

GROUP 1
EXCLUDED FROM AUTO
STATIC DOWNGRADED

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25X1A

[REDACTED] (IN 63618)

S E C R E T

PAGE TWO

WERE MADE DUE TO NORMAL SYSTEM MALFUNCTION. SSB OPERATION WAS GOOD.
PACKAGE CAGED MANY TIMES DURING FLIGHT DUE TO TURBULENCE. AN
UNDERCAST EXISTED THROUGHOUT MOST OF THE FLIGHT SO TAKE WILL BE
LIMITED. ON LANDING, CHUTE DEPLOY/JETTISON NORMAL. LIFE SUPPORT
EQUIPMENT SATISFACTORY. REFLECTIONS SEVERE.

END OF MESSAGE